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THE  
BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



◆◆ VOL. 3 NO. 2 ◆◆  
JANUARY 23- FEBRUARY 5, 1992



It looks like Brian MacDonald and David Pryor of the F/V Man O War really do look forward to heading out to sea on a cold zero degree morning. These men were waiting at the Nice Ice docks as their vessel prepares to ship out to the fishing grounds on Jan. 17th.

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## LETTER FROM THE EDITOR

I am angry and I hope I am not alone. In just another case of the news media slugging the fishing industry's boatowners, processors, fishermen and just about anyone who has an interest in the industry. I am talking about the news which hit the nation that the Consumer Report Magazine thinks seafood is unfit to eat. Our local paper thinks its great front page, top headline

material for three days in a row. How much can you take of this nonsense and just sit there doing nothing?

It's blow after blow and the NUMBER ONE fishing fleet in the nation just sits there doing nothing about it! Call it fragmentation, call it apathy, the bottom line is that it is simply ugly and bad business just to let the media tell a one sided story. You can bet your dollar that if this bad news ever hit any other industry, that industry will be immediately telling the public through the media otherwise. No not New Bedford and Fairhaven. We just sit there doing nothing.

When I started this publication, I felt that maybe in a small way it can accentuate the positive things about this fishing industry and its people. We have met tremendous success locally. You know how much pride you have and if you are willing, you can make this industry an *outstanding* world leader with the products you land and sell.

You just have to work together, get involved with your organizations and call for action. Let the nation know that New Bedford lands and sells only the freshest of the fresh and its nonsense to believe otherwise!

## Contents

### DEPARTMENTS

Ship to Shore Messages	4
Coast Guard Log	12
Scallop Prices	15
Dragger Landings	18
Safety Notes	20
From The Galley	26
Classified	29

### FEATURES

Rhode Island Area Fishermen Concerned with Job Loss And Lack of Federal Assistance	6
Master Planners Get Wide Range Of Concerns About New Bedford Harbor	8

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Barnacle Office: 999-4255

FAX 999-4917

Cover Photo: A crewmember of the F/V Integrity uses a wooden sledge hammer to chip away the thick coat of ice on the vessel's stern housing at Hathaway/Braleigh dock last week. Fishermen now face the never ending of battles of freezing sprays as the vessels head back out to sea.

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# Ship to Shore..... messages from offshore and home

1/11/92

TO Tony Fernandes (Capt)  
FIVE ACT

WE'VE BOTH BEEN AROUND TO KNOW  
WHAT WE HAVE NOW IS SO MUCH MORE  
THAN WHAT WE'VE "EVER" HAD BEFORE!  
NO MATTER WHAT WE TRY OR GO BY,  
WE'RE ALWAYS ON EACH OTHERS MIND!  
WHERE DO OUR BROKEN HEARTS GO?  
JUST LOOK INTO OUR EYES!  
AND SEE THAT WE STILL CARE FOR  
AND WERE JUST MEANT TO BE EACH OTHER  
SO "AGAIN" WHERE DO OUR BROKEN HEARTS  
CAN THEY FIND THEY'RE WAY HOME?  
AND GO BACK TO EACH OTHERS ARMS  
WHERE WE BOTH BELONG!  
"SO" OF 2 PEOPLE WHO LOVE EACH OTHER!  
WHATEVER IS WAITING THERE!  
KNOWING THAT WE BOTH STILL CARE!  
LOVING YOU (ALWAYS)  
"ME"  
OKOK

TO Tony Fernandes  
FROM Donna Raynor

HAPPY BIRTHDAY  
TO

**John MacDonald**

of Nantucket

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January 27th

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on January 26th

TO

**Mr & Mrs Eddie Almeida**

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Deadlines are the first and third  
 Friday of each month for the  
 preceeding issue.

**NEXT ISSUE MESSAGES FOR**  
**PERIOD FEB. 6- FEB 19**  
**DEADLINE FOR THESE**  
**MESSAGES IS JANUARY 31**

To Tony Fernandes

1/1/92

You're The "last" Thing I  
 WANNA SEE AND NEED  
 AT NIGHT  
 You're The "FIRST" Thing I  
 WANNA SEE AND NEED  
 IN THE MORNING!

Love

"ME"  
 OKOKOK  
 KOKOK  
 OKOK

TO: Tony Fernandes  
 FROM: Donna Raynor

**HAPPY BIRTHDAY**  
**TO**  
**Nick Parisi**  
**of Parisi Seafoods**  
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## Rhode Island Fishermen Express Their Concerns About Stock Rebuilding Plans

There was a good turn out of Rhode Islanders last week for a congressional hearing focused on the New England Groundfish Restoration Act. The legislation, authored by Congressman Gerry Studds, looks to rebuild the groundfish stocks and calls for the development of markets for currently underutilized fish.

At the request of Rhode Island Representative Jack Reed, the congressional Subcommittee on Fisheries held the hearing in Rhode

Island to give fishermen in this area the chance to testify on the proposal before Studds revises the bill.

"There is no easy answer to the problems facing our New England fishermen; the decline of groundfish in our waters requires our immediate attention and some tough choices," Studds said.

"Today's hearing involves Rhode Island fishermen in deciding how best to address this situation."

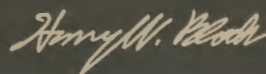
Witnesses at the hearing

commented on a proposal by Studds to develop markets and promote underutilized species such as dogfish, mackerel and skates which are currently more abundant than the traditionally harvested cod, flounder and haddock stocks. A number of fishermen expressed their concerns that the National Marine Fisheries Service does not look out for their interests to help promote the industry.

Studds discussed giving the authority to market and promote

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underutilized species to the Department of Agriculture, an agency involved in these activities for meat, poultry and other food products.

"The federal government, in conjunction with all sectors of industry, from those catching the fish to those selling it in their restaurants and markets, must launch a national campaign to familiarize the public with these currently unknown species," Studds said. "Who know, before long we may all be ordering McMackerel sandwiches and having skate sticks with tartar sauce for dinner."

Those speaking at the hearing included representatives from several fishing industry organizations, federal fisheries managers and Rhode Island officials. The discussions also

focused on efforts of the New England Fishery Management Council to meet a court-imposed March 1 deadline to develop a groundfish rebuilding plan. The fast approaching deadline has raised concerns that the Council will be forced to make hasty decisions without adequate scientific data and that it will not consider the economic needs of fishermen.

A Woods Hole scientist on hand suggested to the crowd that with proper management mechanisms in place, fishermen could look at landing three times as many fish as they do now while sustaining supplies indefinitely.

If the Studds bill, is enacted it would supersede the court order. The Fishery Council would be given nine months to develop

and implement a plan to double the stocks of groundfish in the George's Bank area within five years. That five year period is likely to be extended when the bill is revised. Both the court order and the legislation would require the Secretary of Commerce to develop a restoration plan if the Council does not meet the specified deadlines.

As a follow-up to today's hearing, Rep. Studds and the National Fisheries Institute will sponsor a forum to discuss ways to market and promote underutilized fish species. The forum will begin at 9:30am January 24th at the Days Inn in New Bedford. Everyone is welcome.

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## Local Residents Load Harbor Planners With Ideas On How To Best Use The Harbor

A consultant firm hired by Fairhaven and New Bedford walked away with plenty of ideas from area residents as to how to best use New Bedford harbor.

HMM Associates of Concord held the first of two public hearings to gain input from people as to how to better plan the use of the harbor from the hurricane dike to Route 195. The nine hour workshop was held at the Seaport Inn on January 15th and attracted over 80 people.

The workshop was divided into topics ranging from what

should be the long range goals of those using the harbor, environmental concerns, water quality, development potential, issues relating to the "working" waterfront, recreational uses and the development of tourism.

A number of fishing vessel and harbor property owners attended the evening workshop focusing on the issues facing the industry. Boatowner Harriet Didricksen suggested that the industry faces major docking problems because "the newer boats are much bigger, so they

need more docking space."

Former fisherman, Gene Conners added his thoughts that the fishing industry needs to have a master plan of its own. "It needs to get together and determine where it wants to be ten years from now, if it is to survive."

Other suggestions from the evening workshop included:

- Developing a display fish auction
- Study the use of Green and Wood Pier as an additional dockage area.



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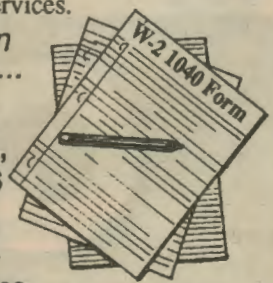
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- Change the harbor channel lines to encourage development of more docks.
- Increase local safety awareness through local action
- Construct a dingy dock on the New Bedford, Downtown area for use by recreational boaters visiting the city.
- Attack the problems of storm drain run-offs as a major source of pollution in the harbor.

The daytime workshops focused on long range goals and environmental concerns. Suggestions by those who attended included the following:

- Determine the maximum carrying capacity of the harbor
- Focus efforts on job creation in the harbor

- Develop efforts to restore shellfishing in the harbor
- Give high priority to the fishing industry
- Freeze recreational slips development
- Plan to develop vacant parcels of land.
- Take a historic inventory of buildings
- Develop a tourism promotional plan.
- Improve enforcement of oil spills
- Develop a public education campaign to prevent pollution.
- Develop waste pumpout facilities and make them easier to use and free of charge
- Construct a Fisheries Museum at State Pier

- Create a new boulevard along the waterfront.
- Improve pedestrian overpass
- Bring cruise ships back to state pier
- Expand maritime freight operations in harbor
- Create a water taxi service from State Pier
- Use Palmer's Cove as a recreational storage area

HMM Associates now hopes to sift through the ideas and hold another hearing in March. Members of the Harbor Master Planning Committee from both Fairhaven and New Bedford plan to meet with representatives of the firm to discuss the hearing discussions next month.



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Photo by Gary Golas

Crewmembers climb aboard the F/V Westport for a trip out while the crew of the F/V Ocean Gem prepare their gear at Fairhaven's Hathaway Braley docks.



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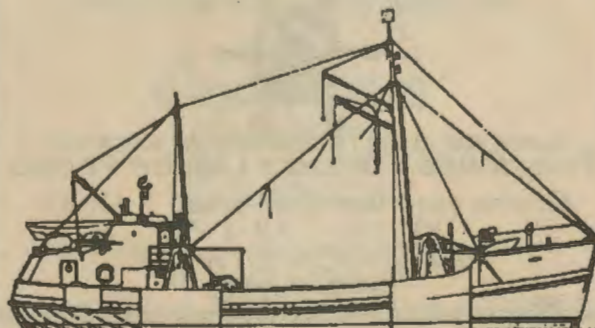
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# Letter To The Editor

Letter to the Editor:

You are in some way part of the fishing industry. I want to make you aware of the United National Fishermen's Association. Our objectives are, unite the fishing industry, local, state, national associations, promote the fishing industry as a valuable part of the American economy. Stop state and federal legislation that hurts or prevents the commercial fishing industry from harvesting the resource, unite opposition to legislation that prevents the fishing industry from equal protection of law. Oppose the use of the marine environment as a waste disposal site. Attain equal protection in price from imported fisheries product, promote less utilized species, inform the public that the fishing industry rehabilitates and helps train many citizens through-out the country.

An informed membership of all parts of the

industry is necessary to accomplish this. Our plan is to purchase a page in several fishing related magazines to keep members informed each month while bringing attention to the general public of our problems and accomplishments. This is much cheaper than mailing individual letters and we reach non-members who may be sympathetic to our cause.

Membership fees: documented vessel or business- \$100, state registered vessel- \$50, Captain-\$50, Crewmembers-\$25, concerned individuals or family members -\$15.

The present directors: Billy Carl Tillet, Moon Tillet Fish Co.; Malcom Daniels Jr, Capt, F/V Mr. Big, Alaska; and James C. Fletcher.

Sincerely,  
James Fletcher, President

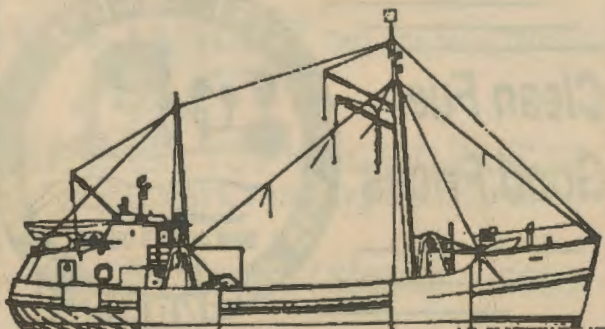
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# Coast Guard Reports

*Provided as a courtesy of CG First District, Boston*

December 27, 1991/ 6:30 PM

The Coast Guard First District Operations Center received a 121.5 EPIRB alert coming from the vicinity of 74 miles south of Martha's Vineyard. Coast Guard Aircraft were diverted from a training mission to investigate. Once on the scene a search was conducted, but no signal was heard. There were no further signal hits.

December 29, 1991/ 8:04 AM

The F/V Carol B. found a partially submerged wing of an aircraft and notified the Coast Guard. A utility boat and aircraft were launched to investigate. Both located the wing and more debris in the water approximately 10 miles east of Block Island. The FAA called and said it had a report from the Business Express Airlines in Connecticut of an overdue training flight with three people on board. The FAA investigators on scene positively identified the wreckage to be that of the overdue Business Express Flight and were of the opinion that any survivors of the initial crash or "breakup" would have been very unlikely. A number of Coast Guard

vessels were dispatched to search for survivors with negative results. A large amount of debris spread over a fairly large area suggests that the aircraft may have broken up while in flight. The Coast Guard Operation Center was notified through track analysis by Boston Center that the aircraft was last seen on radar the day before at approximately 8:23 PM at 500' approximately five miles east of Block Island. The sea water temperature was 45 degrees on scene.

December 30, 1991/ 4:20 PM

The Coast Guard received a Mayday call from the 92' western rig stern trawler, The F/V Orion that it was taking on water and requesting assistance 60 miles east of Cape Cod. The nearest Coast Guard Cutter was 43 miles away at the time of the call and was assisting another fishing vessel. It had been diverted from that assist to answer the call. Coast Guard Aircraft were launched to assist as well. The F/V Orion located the source of flooding as a sprung hatch in the lazarette, secured the flooding and dewatered the engine room. No Coast Guard assistance was required and there were no Coast Guard units at the scene.

January 4, 1992/ 9:20 AM

Two Coast Guard Stations copied the following transmission on Channel 16, "Mayday, Mayday, Mayday, Mayday Mayday Coast Guard Coast Guard Help Coast Guard, Coast Guard I'm taking water Buzzards Bay Buzzards Bay Help there's three of us I got no lat or long HelpHelp I,m off of (garbled) rocks, Buzzards Bay, Help." No additional transmissions followed and there was no response to urgent marine broadcasts or Coast Guard call backs even though the caller was received loud and clear at both stations. Both stations obtained directional find signals on the call and the bearings crossed in upper Buzzards Bay. Coast Guard vessels were launched to conduct a search. A thorough search of the area was conducted and no indications of distress were heard. Several minutes prior to the calls for help, a call was heard for a radio check on Channel 16. The caller got no response. The voice of the person calling for help and the caller requesting a radio check were very similar if not the same.

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January 4, 1992/ 11:20 AM

The F/V Act IV contacted the Coast Guard requesting a medevac of a 25 year old crew man who had been hit in the head by a block and tackle, was in and out of consciousness, was vomiting and had minor convulsions. A vessel was diverted to assist, but was unable to make a boat transfer due to heavy weather. The flight surgeon was briefed and concerned about the possibility of internal bleeding and a spinal injury, he recommended a medevac by helicopter. A helicopter was launched, hoisted the patient, and transported him to a waiting ambulance to be taken to a local hospital.

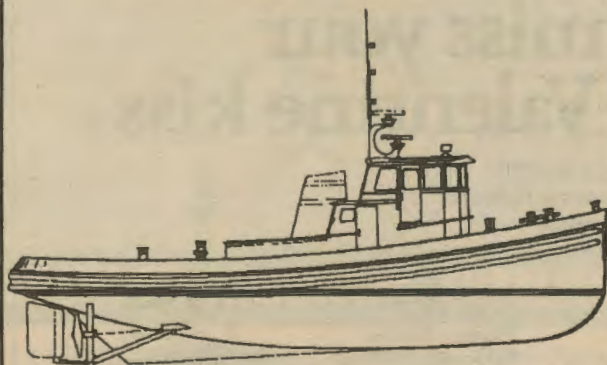
January 4, 1992/ 9:38 AM

The F/V Theresa Marie and the F/V Lois Joyce are sister ships and were

fishing in company on Hudson Canyon when they decided to return to port to avoid heavy weather. The F/V Theresa Marie headed for shore from where they were fishing out at 70 miles south east of Long Island and the F/V Lois Joyce commenced retrieving her gear prior to departing the fishing ground. The F/V Theresa Marie called the Coast Guard and reported losing communication with the Lois Joyce on the marine radio. That vessel had called the Coast Guard after hearing the Lois Joyce calling them in a "tense" voice on Channel 70. Coast Guard Aircraft was launched to conduct a search. Due to inclement a visual search was not possible so the aircraft ran a communications search on the vessels expected track. The vessel was not located and an urgent marine broadcast was issued. The following day a number of aircraft

were sent to assist in a large search. The vessel remains unlocated and approximately 10,000 square miles were searched. Two days later as the searches continued through the night with negative results, a raft with all survivors was located by a Coast Guard Aircraft approximately 100 miles southeast of Long Island. One crew man was medevaced as a preventive measure because of his diabetic condition and his lack of insulin over the past two days. Another Coast Guard Cutter had the other four crewmen and was expected to arrive back in Connecticut at 9:00 AM to meet the media.

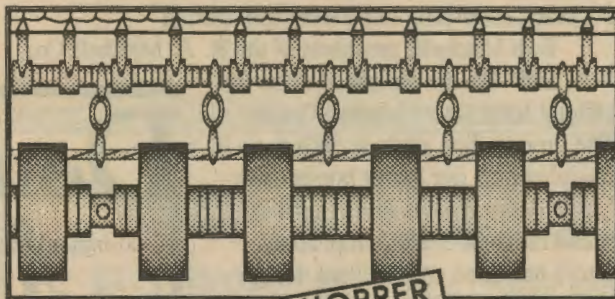
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The R. A. Mitchell Co., Inc. of New Bedford has been selected as the official John Deere Marine Diesel dealer for the area.

The company has been building Deere powered generator sets for industrial and marine applications for a number of years. This move coincides with the recent introduction of a new range of marine diesel engines from the Iowa based engine and equipment manufacturer.

R. A. Mitchell Co. placed two of the first pre-production engines on commercial fishing boats, the New Bedford based "Narragansett", an 82' stern trawler and the 120' Gloucester trawler "Roving Swan", a herring/sardine boat. The "Narragansett" engine, part of a 35 kW Mitchell built generator set, has now accumulated over 3,500 hours of operation.

The Mitchell company was selected by Deere because of its proven record as a supplier of engine power units to the commercial fishing industry for over 30 years, according to a Deere spokesman.

Bob Mitchell, president of the R. A. Mitchell Co, Inc., said "We are delighted to be the official John Deere Marine Dealer. The product line starts at 50 h.p. so it complements our lower horsepower Lister-Petter diesels giving us a broad range of 5-250 b.h.p. John Deere has done an excellent design job with the marine components on the engines. Several companies have been marinizing John Deere engines over the years and we are delighted that Deere has now introduced the factory marine range. These Deere engines are designed for main propulsion and auxiliary duty and are economical and quiet -just what our fishermen need. We are hoping that the combined reputation of the John Deere diesels and the R. A. Mitchell service will help our Company's growth during 1992."

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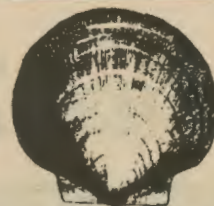


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# SCALLOP LANDINGS



Monday, January 6, 1992 *No Scallopers At Auction*

Tuesday, January 7, 1992 *No Scallopers At Auction*

Wednesday, January 8, 1992 *No Scallopers At Auction*

Thursday, January 9, 1992 *No Scallopers At Auction*

Friday, January 10, 1992 *No Scallopers At Auction*

Monday, January 13, 1992 *Capt Lou* 5,400 lbs \$5.30 Channel

Tuesday, January 14, 1992 *No Scallopers At Auction*

Wednesday, January 15, 1992 *No Scallopers At Auction*

Thursday, January 16, 1992 *Marlees (inventory by truck)* 6,500 lbs \$5.30 Channel

Friday, January 17, 1992 *Tradition* 4,600 lbs \$5.25 Channel

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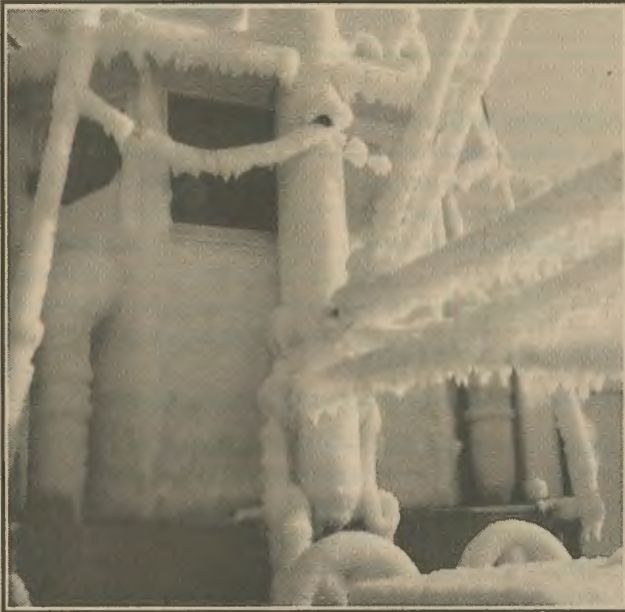


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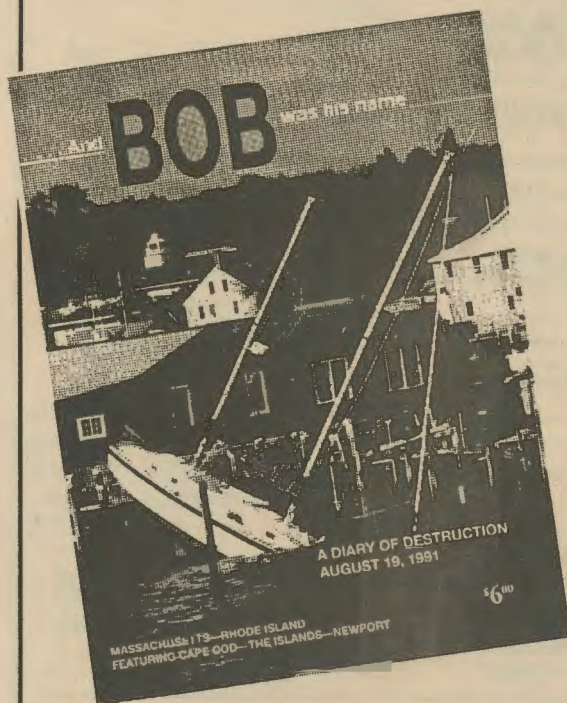
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# DRAGGER LANDINGS



Dinah Jane 9,700/ Humbak 15,200/ Irene Maria 16,600/ Josh & Jake 6,300/ Sunshine 25,100/ Valkyrie 11,800  
TOTAL 84,700 lbs

**Jan. 6, 1992**  
**Monday**

7,500 lbs  
18,700 lbs  
11,400 lbs  
500 lbs  
16,300 lbs  
30,300 lbs

Haddock 1.25-1.50/ Scrod 1.00-1.25  
Cod Large 1.25-1.40/ Markets 1.25-1.40/ Scrods 1.25-1.40  
Blackbacks 1.30-1.50/ Small 1.00-1.50/ PW .80-1.50  
Dabs 1.00/ Small .80/ PW .60  
SandDabs .30-.55  
Yellowtail 100-120 count 1.40-1.50/ 160-180 count 1.25-1.50

Ilha Do Corvo 12,700

TOTAL 12,700 lbs

**Jan. 7, 1992**  
**Tuesday**

4,000 lbs  
1,800 lbs  
6,500 lbs  
400 lbs

Cod Large 1.40/ Markets 1.40/ Scrods 1.40  
Georges Flounder 2.00/ Large BB & Small BB & PW 1.65  
SandDabs .90  
Yellowtail 100-120 count 1.90

**Jan. 8, 1992**  
**Wednesday**

*No Landings*

**Jan. 9, 1992**  
**Thursday**

*No Landings*

Chain 17,200/ Galaxy 6,700/ Imigrante 11,400/ Lucimar 13,000/ Lucisaura 12,500/ Luso American I 17,000/  
Narragansett 17,000/ Ruthie B. 16,700/ Sea Siren 13,200

TOTAL 124,700 lbs

**Jan. 10, 1992**  
**Friday**

4,400 lbs  
83,300 lbs  
6,900 lbs  
900 lbs  
9,500 lbs  
19,700 lbs

Haddock 1.50  
Cod Large, Markets & Scrod 1.00-1.40  
Blackbacks 1.20-2.00/ Small BB 1.20-2.00/ PW 1.00  
Dabs 2.00  
Sand Dabs .70-1.20  
Yellowtail 90-110 count 1.40/ 100-120 count 1.40-1.50 / 160-180 count 1.40-1.45



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Alentejo 17,200/ Blue Seas II 21,400/ Bonansa 24,000/ Costa & Corvo 18,800/ Cowboy 17,500/ Fisherman 22,700/ Galicia 18,700/ Helen Marie 9,100/ Isabel S 30,900/ Jack & Jake 11,100/ Linda & Ilda 20,000/ Neves 20,700/ Portugal 16,900/ Niagara Falls 21,900/ Ria De Aveiro 20,800/ Santa Queen 21,700/ Sao Marcos 10,700/ Sao Paulo 17,000/ Seel 33,000/ T Luzo 15,400/ Vila Ilhavo 20,900/ Voyager I 17,000 TOTAL 427,400 lbs

**Jan. 13, 1992**  
**Monday**

21,500 lbs  
124,600 lbs  
26,800 lbs  
7,100 lbs  
1,600 lbs  
92,000 lbs  
150,000 lbs

Haddock Large 1.25-1.50/ Scrod 1.25-1.50  
Cod Whale & Large .80-1.00/ Markets 1.00-1.10/ Scrod 1.00  
Blackbacks Large BB 1.00-2.00/ Small BB .80-2.00/ PW .60-1.00  
Georges Flounder 2.00/ PW 1.00  
Pollock .30-.40  
Sand Dabs .60-.70  
Yellowtail 100-120 count 1.38-1.40 / 140-160 count 1.10/ 160-180 count 1.10-1.15

Alem Mar 14,300/ Dinah Jane 11,900/ Exact 18,100/ Foz Do Mondego 16,300/ Lady Laura 17,300/ Libby II 17,100/ Luso American II 15,000/ Sao Jaconto 7,200/ S. Pedro 20,100/ United States 11,600

TOTAL 148,900

**Jan. 14, 1992**  
**Tuesday**

2,200 lbs  
54,500 lbs  
8,100 lbs  
1,500 lbs  
100 lbs  
37,200 lbs  
45,300 lbs

Haddock 1.00-1.55/ Scrod 1.55  
Cod Whale 1.00/ Large 1.00-1.25/ Market 1.00-1.25/ Scrod 1.00-1.25  
Blackbacks Large BB 1.50-2.00 / Small BB .80-2.00/ PW .60-2.00  
Pollock .80-1.00  
Fluke 1.50  
Sand Dabs .70-1.00  
Yellowtail 100-120 count 1.45/ 160-180 count 1.20

Ana Palmira 20,500/ Capt. Mano 22,400/ Caravelle 10,600/ Lady of Grace 23,300/ Mary Elizabeth 9,100/ Maureen S 13,700/ Santo Anotonio 15,200/ Sea Breeze 20,500/ Sea Escape 14,600/ Shelagh K. 16,000/ Sunflower 23,000/ Triunfo 20,200

TOTAL 209,100

**Jan. 15, 1992**  
**Wednesday**

12,200 lbs  
49,100 lbs  
17,900 lbs  
200 lbs  
3,500 lbs  
43,700 lbs  
82,300 lbs

Haddock 1.40-1.90/ Scrod 1.30-1.90  
Cod Whale 1.50/ Large 1.20-1.50/ Market 1.20-1.50/ Scrod 1.20-1.50  
Blackbacks Large BB 1.25-2.00 / Small BB 1.00-2.00/ PW .80-1.85  
Pollock .40  
Dabs 1.00-1.50/ Small .50-1.50/ PW .60-1.50  
Sand Dabs .50-.70  
Yellowtail 100-120 count 1.35-1.41/ 160-180 count 1.10-1.20

Atlantis 10,800/ Costa Da Gale 9,800/ Humbak 10,200/ Iberia II 19,700/ Miss Happy 10,100/ My Way 14,900/ Senhora Da Boa Viagem 16,000/ Sunshine 15,000

TOTAL 106,500 lbs

**Jan. 16, 1992**  
**Thursday**

3,600 lbs  
33,800 lbs  
12,800 lbs  
4,600 lbs  
200 lbs  
1,500 lbs  
19,500 lbs  
30,500 lbs

Haddock 1.00-1.50  
Cod Whale 1.10/ Large 1.10-1.50/ Market 1.10-1.50/ Scrod 1.00-1.50  
Blackbacks Large BB 2.00-2.25 / Small BB 2.00-2.25/ PW 1.00-2.05  
Georges Flounder 2.00/ Large BB 1.80/ Small BB 2.00/ PW .60  
Pollock .70  
Dabs 1.00-1.10  
Sand Dabs .80-1.25  
Yellowtail 90-110 count 1.25/ 100-120 count .80-1.35/ 160-180 count 1.10-1.20

Jenny & Christine 14,100 TOTAL 14,100

**Jan. 17, 1992**  
**Friday**

700 lbs  
400 lbs  
3,500 lbs  
9,500 lbs

Haddock 1.50/ Scrod 1.50  
Cod Markets & Scrod 1.30  
Sand Dabs .85  
Yellowtail 100-120 count 1.48/ 160-180 count .90

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## The Care and Maintenance of 406 EPIRBs

A Contribution of  
ERE Associates Ltd.  
No. 10

by  
Richard C. Hiscock

Fishing industry vessels with galley and berthing spaces operating on the "high seas" (beyond the "three-mile limit") are required to have on board a Category 1 (automatic), 406 Emergency Position Indicating Radio Beacon (EPIRB).

Category 1, 406 EPIRBs, are much more expensive than the "old" Class A, but provide superior reliability, signal strength, location accuracy, and provide detailed information to search and Rescue (SAR) units.

Recent fishing vessel casualties, on both coasts, have focused attention on the workings of Category 1, 406 EPIRBs. Some vessels may be going to sea with these lifesaving devices in the "OFF" position. In at least one instance - that we are aware of - it was not possible to "arm" the EPIRB while it was in its float-free mount. The problem was rectified by the manufacturer. In another case the EPIRB was turned OFF by an crewmember before being thrown overboard in an emergency.

406 EPIRBs are very useful devices, but there are several steps that

should be taken to insure that they will work when needed.

### Registration

Send in the 406 EPIRB registration and identification card. It asks questions about you and your vessel that will aid search and rescue units in finding you in an emergency. It will also permit them to contact you without commencing an expensive search should your call just be a false alarm.

### Instructions

Read the instructions for mounting and operating your EPIRB carefully. EPIRBs do not come shipped in the ON Position. It is important to learn the correct switch position for arming the EPIRB after it is installed.

### Location

Mount your EPIRB in a location on the vessel that will allow it to float-free in a sinking and where icing will be minimal. Avoid locating it under an overhang or in a location where it could get hung up.

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## Test

Test your EPIRB once per month. 406 EPIRBs have an electronic self-check. Make sure that you follow the testing procedure in your manual. Test in the first 5 minutes of any hour. All EPIRB tests should be noted in your log book. (You are keeping a log book aren't you?)

## Check for Damage

Check your EPIRB during rough sea conditions to make sure that it has not been activated or damaged.

## Show and Tell

Explain to all crewmembers how the EPIRB operates before you get underway. This should be part of your drills and instructions (You are conducting drills aren't you?)

## Maintenance Schedule

Your EPIRB battery may be good for 2 to 5 years, but the hydrostatic release mechanism needs to be replaced every two

years. Check the maintenance schedule on the release for your EPIRB.

## Make sure it is turn ON

Above all, before leaving the dock, make sure your EPIRB is in the automatic ON position ready to float-free in the event of an emergency. Check your

EPIRB periodically during the trip to ensure it is ready to work for you.

The above information concerning the care and maintenance of EPIRB was adapted from an article in a recent "Marine Safety Update" published by the Alaska Marine Safety Education Association (AMSEA). We thank them for putting together such clear and useful information, and for permission to reproduce it.

If you still have not received a copy of the new fishing vessel safety regulations, or if you have specific questions about how to comply with the regulations please contact LCDR Paul Von Protz or Mr. Ted Harrington, First Coast Guard District, Fishing

Vessel Safety Coordinators, at 617-223-8440, or CWO Jim Price at Marine Safety Office (MSO) - Providence, 401-528-5335.

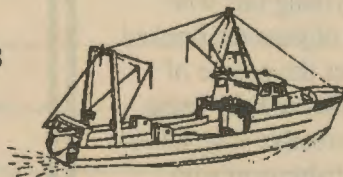
If you would Like the Coast Guard to conduct a courtesy examination of your vessel contact. CWO Jim Price at MSO Providence (401-528-5335) to arrange for an examination.

*Richard C. Hiscock is founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety. He is a member of the Society of Naval Architects and Marine Engineers, and serves on the Coast Guard's National Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182..*



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## Co-Op VP Named Chamber Chairman

The Executive Vice President of the New Bedford Seafood Co-Operative, Gerald B. Wheeler, Jr. challenged over 225 Greater New Bedford business leaders and city officials to make fundamental changes in their way of doing business in his installation address as the area Chamber's new Chairman, at the Century House Wednesday night.

"We are a city facing the wind," according to Wheeler. "We are challenged to the very fiber of our being and must question the fundamentals of how we conduct our business and our livelihood. We have to look at the basics. The nuts and bolts", he added.

These are unique times according to Wheeler, who warns that business owners can no longer wait for the winds to change and for business to pick up. "It is a change that requires a solid response to the very way we think and act, and in the very way we do business. Innovation and creativity may equal survival" he added.

His annual meeting address was reinforced by a multi-screen presentation titled "a city facing the wind", set to original music and verse. The video, produced by the New Bedford Seafood Co-Op, was presented by Director/Photographer Paul Martin of Fire City Productions, in conjunction with the Fortier Agency for Advertising.

The video show cased a young boy who creates a simple toy boat from objects overlooked and cast off. Wheeler compares the people of New Bedford to the boy who succeeds by using basic materials and skills in a creative way, and to the hundreds of New Bedford fishermen who understand and use the winds of change.

In addition to Wheeler's installation presentation, the program paid tribute to new Chamber Officers, while extending appreciation to those stepping down.

All officers, including Wheeler, will serve a minimum of one year.

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## Seafood Trends:

# Changing Demographics Suggest Changes In Seafood Consumption

American consumers are eating 22 percent more fish and seafood today than they did ten years ago. According to the National Fisheries Institute (NFI), industry analysts project that seafood consumption will continue to soar from the current 15.5 pounds per person, to 20 pounds by the year 2000. Here's why:

■ In 1992, 3.93 million baby boomers will reach age 40 — their "fish stage of life." In their quest for eternal youth, aging baby boomers will consume more seafood because it's a low fat source of animal protein and it tastes good.

■ By the year 2000, 28.4 percent of the population will be age 50 plus. The ever increasing population of mature Americans with concerns about health and nutrition, and plenty of disposable income, will have the spending power to purchase more fish and seafood — the quintessential low-fat, low-sodium food.

■ The affluent (\$50,000+ household income/year) now earn over half of the nation's income and have over two-thirds of all discretionary dollars according to Cambridge Reports' Trends and Forecasts. Affluents, who are more likely than the general public

to eat healthier foods, will be filling their grocery carts with more fruit, vegetables, seafood and dairy products (other than milk and cream).

■ A recent survey by Parade magazine revealed that almost half of the American population, more women than men, are very concerned about the nutritional value of the foods they eat. In another study by Prevention, consumers reported that the biggest area of improvement in their diets in the past year has been limiting consumption of high cholesterol foods. This suggests a continuation of the trend away from red meats to lower fat foods such as seafood and poultry.

■ Minority populations are growing in the U.S. The traditional cuisine of both Asians and Hispanics which rely heavily upon Seafood have been absorbed into mainstream American culture.

■ The working woman/mother is a fixture in the U. S. According to Parade, women spend 57 minutes on average preparing dinner but would like to spend less. Seafood — a natural fast food — fits the working mother's lifestyle.

■ Vast improvements in the transportation and distribution of seafood have lead to more readily available fish and shellfish across the nation.

■ The niche segment of the market that enjoys "designer" food is still growing according to *Packaged Facts*. This points to increased demand for smoked seafood products.

How will the Seafood industry respond to changing demographics and the demand for more seafood?

■ Look for lower-fat breaded fish Sticks and fillets with lighter batters. These products will approximate the taste of fried fish but won't be fried. A 3-oz portion of one such product contains 3g of fat, less than that of a 4-oz portion of skinless chicken — compared with 11 grams of its regular version.

■ There will be more value-added products such as microwavable frozen dinners and ready-to-eat seafoods such as surimi seafood.

■ Look for new species of fish such as dogfish fillets, escolar, tilapia, hybrid striped bass and skate wings.

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■ More information on seafood nutrition will be available at the seafood retail counter. Look for more brochures and information on labels.

■ There will be more products just for kids — especially breaded ones in fun shapes like starfishes, sea horses, and sharks. They will be kid-friendly - easy to prepare — and appreciated by working mothers.

■ Companies will develop more “brand name” products as more consumers demand consistent quality with a company who stands behind their products.

■ Look for more consistent supplies and availability due to the skyrocketing growth of aquaculture. Prices are also likely to stabilize.

■ Industry commitment to improve ocean conservation and marine habitation protection.

Although there is no simple set of trends that can best capture the direction of an entire nation, past and present facts are often a good indicator of the future. As changing demographics set the stage for increased per capita consumption of fish and seafood, the seafood industry is poised to handle the demand into the next decade and beyond.

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## Baked Cod in Lemon and Tomato

1-1/2 lb fresh codfish  
2 Tablespoon Olive Oil  
2 Tablespoon Butter  
1 Cup Bread Crumbs  
1/2 cup Fresh Lemon Juice

1/8 teaspoon White Pepper  
1/2 teaspoon Paprika  
1 Tablespoon Parsley  
1 Tablespoon Lemon Zest  
2 Tomatoes sliced

Mix all of the ingredients together, except the codfish which should be cleansed in a milk bath. Layer the bottom of a baking dish with the fresh sliced tomatoes. Place fish over the tomatoes and cover with crumb mix. Bake for 350 degrees for 20 minutes and enjoy!

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 O O      

4. OBAFLLOT

2. INW  
 O      

5. HOCONDWTU

3. YLREPA

Answers  
to Games  
Page 29

Now unscramble the circled  
letters to form the mystery word.

Mystery Word

                    /                  

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Feb. 1	408A	Basic Fiberglass Techniques
Feb. 8	505A	Lobster Gear-Wire
Feb. 8	102A	Intro to MS-DOS
Feb. 8	201B	Basic Chart Navigation
Feb. 9	202B	Loran C & Navigation
Feb. 9	504A	Gillnetting
Feb. 15	103A	Intermediate MS-DOS
Feb. 15	405A	Marine Hydraulics Systems
Feb. 15	506A	Lobster Gear-Wood
Feb. 22	306A	CPR Recertification
Feb. 22	201C	Basic Chart Navigation
Feb. 23	202C	Loran C & Navigation
Feb. 23	502A	Skiff Trawling
Feb. 29	503A	Bottom Trawl Construction
Feb. 29	101B	Intro to Personal Computers

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## Business Profile of Businesses Supporting The Industry

### *Fairhaven's Midnight Sun Tanning Center Offers The Right Rays In These Winter Days*

*The following article features excerpts from an interview with owner Ulla Jensen of the Midnight Sun Tanning Center on Bridge Street in Fairhaven.*

**Tell me about the business, What do you offer here?**

We offer a high class tanning center where people can come in and relax and enjoy and pamper themselves. In addition, we do have a line of clothing, and lotions associated with the tanning plus a showroom of fountains and tanning beds.

Let me explain some of the differences between our beds and the other tanning centers beds in the area. We have built in face panels that puts an extra emphasis on your face which is the part of the body that goes to the tan at first. All our machines have regular built in speakers in the pillow, not headphones that bothers you when you lay down. We have extra cooling fans on all the beds so you don't get overheated and feel sweaty and warm when you get out of there.

Our machines are built by one of the first manufacturers of tanning beds in Germany. They constantly tested in all new improvements get

brought to us so we can change our beds. We use the lowest output of UVB rays which is possible for getting a tan, and that means we are lowering the risk of burning and aging and damaging factor on the skin. We do have pamphlets that we give out to our customers when they come in and we try to educate our staff as much as possible so they all know what they are doing.

I consider tanning the best way of relaxing for people who are stressed. It doesn't take long and you can totally relax when you are laying in that bed. At the same time, by relaxing, everybody knows you lower your cholesterol you lower your blood pressure and your heart rate gets better and thereby your whole wellbeing gets better.

**What are some of the comments people are giving you about your facility?**

They are all impressed with the fact that they get a tan a visible tan after the first visit. Secondly they say it is nice that we are space, it is comfortable no cramming quarters. They feel that the money they spent on this kind of luxury is spent at a place that demands luxury.

**What do you find the reason why people are coming in?**

Alot of people say if I look better I feel better. Its an appearance, it's a cosmetic question. Some people come in for medical reasons if they have a skin condition the sunlight will help on that. Young people with acne problems benefit emmensly from getting sun on their faces. But other than that it is a matter of that you feel good about yourself. You go to the hairdressers spend alot of money getting your hair done good. You want to look good. And that's the difference between smearing alot of makeup on and having a natural looking tan.

**What are you're hours?**

We open at 9:00 right now in the morning and stay open until 9:00 at night and on the weekends we start at 10:00 and are open until 5:00. We are at the same time running a survey to see when our customers need the tanning so our hours can change from one week to another if we have special requests.

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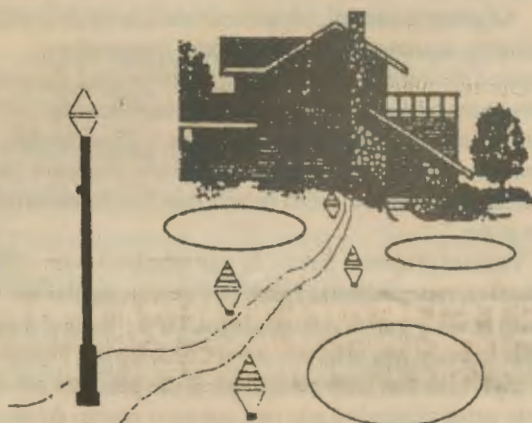
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# Conferencias

By José Vinagre

Os pescadores de Rhode Island ofereceram o seu apoio á legislatura apresentada pelo Congressista Gerry Studds que visa aumentar o volume de peixe de fundo, e criar um programa mercantil afim de educar o povo a usar outras especies de peixe que até hoje não têm sido utilizadas, nomeadamente, raias, cação e cavala. A pedido do Congressista Jack Reed de Rhode Island, o sub-comite das pescas e do meio ambiente, chefiado pelo congressista Studds, levou a efeito uma audiencia publica em Rhode Island para ouvir da parte de pescadores da zona sul da Nova Inglaterra, comentarios á proposta de lei que o congressista Studds está a preparar para ser apresentada no congresso sobre a restauração das pescas.

Não há respostas fáceis, aos problemas que confrontam os pescadores da Nova Inglaterra, nomeadamente no que diz respeito as condições precarias em que se encontram o volume das pescas, no entanto teremos que enfrentar esses problemas de imediato e com decisões que serão duras de aceitar, disse Studds. A reunião de hoje envolve os pescadores de Rhode Island a decidir como melhor resolver esta situação.

Varios pescadores comentaram sobre os problemas que têm tido com a falta de pescas e sobre a proposta de Studds em desenvolver novos mercados para as especies acima mencionadas. Studds discutiu a possibilidade de entregar a autoridade de estabelecer esses mercados ao Departamento da Agricultura, uma agencia governamental que tem executado um trabalho semelhante no que diz respeito a carne, e outros comestiveis.

"O governo federal, juntamente com todos os sectores da industria, nomeadamente pescadores, compradores, peixarias e restaurantes, devem desceenvolver uma campanha nacional para educar o povo sobre estas espécies que presentemente não são muito conhecidas." Disse Studds, "Quem sabe, talvez num futuro proximo nós possamos pedir sandwiches de cavala e cubos de raia com molho de tartar para o jantar."

Pessoas presentes á reunião que representavam várias associações, representantes federais, e representantes do departamento de pescas e fauna do estado de Rhode Island, também focaram nos esforços que o Conselho das Pescas da Nova Inglaterra tem feito para preparar um plano de salvação imposto pelos tribunais e que terá que estar pronto até ao dia 1 de Março de 1992. Devido á proximidade da data, há pessoas que receiam que o conselho, debaixo de pressão para concluir o plano dentro da hora, façam decisões sem a devida informação cientifica, sem considerarem as condições economicas do pescador.

Debaixo do plano que Studds se propõe a apresentar e caso passe o congresso antes de 1 de Março, o conselho das pescas tera mais 9 meses para preparar o plano que possa

duplicar o presente volume de pescas no prazo de 5 anos. Tanto o despacho do tribunal como a legislatura de Studds, requerem que o Departamento do comercio tome a seu cargo apresentar um plano de restauração das pescas, caso o conselho não apresente um plano concreto dentro das datas especificadas.

Em seguimento á reunião de Rhode Island, o congressista Studds e o Instituto Nacional das Pescas, levam a efeito no dia 24 de Janeiro uma conferencia para discutir maneiras como preparar um mercado viável para as especies de peixe que hoje em dia são pouco utilizadas. Esta conferencia terá lugar no Days Inn na Hathaway Road e terá inicio ás 9:30 da manhã.

Participarão nesta palestra, representantes do Departamento da Agricultura, pescadores, armadores, armazenistas, retalhistas e proprietarios de restaurantes.

Só com o devido entusiasmo e uma directa participação por parte de todos agueles que a sua vida revolve a volta dos nossos fieis amigos das barbatanas, é que podemos assegurar o futuro das pescas.

## ACIDENTES MARITIMOS?

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2. A crew's assistance of a fellow mariner at sea.
3. A crewmember or skipper's interest in furthering the betterment and promotion of the New Bedford Fishing Industry, its product and people.

Anyone is welcome to submit letters, inform a Barnacle staff member in person or invited to call 999-4255 to explain why a New Bedford/ Fairhaven fisherman friend or relative is deserving of this special BARNACLE Recognition!

**SO COME ALONG AND LET'S GIVE A SALUTE TO INDUSTRY FOLKS!**

*Submit letters to: The Barnacle, P O Box 71, Fairhaven, MA 02719.  
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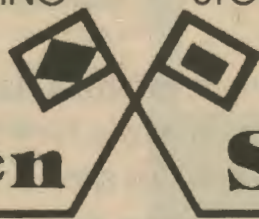
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